

BookletChart™

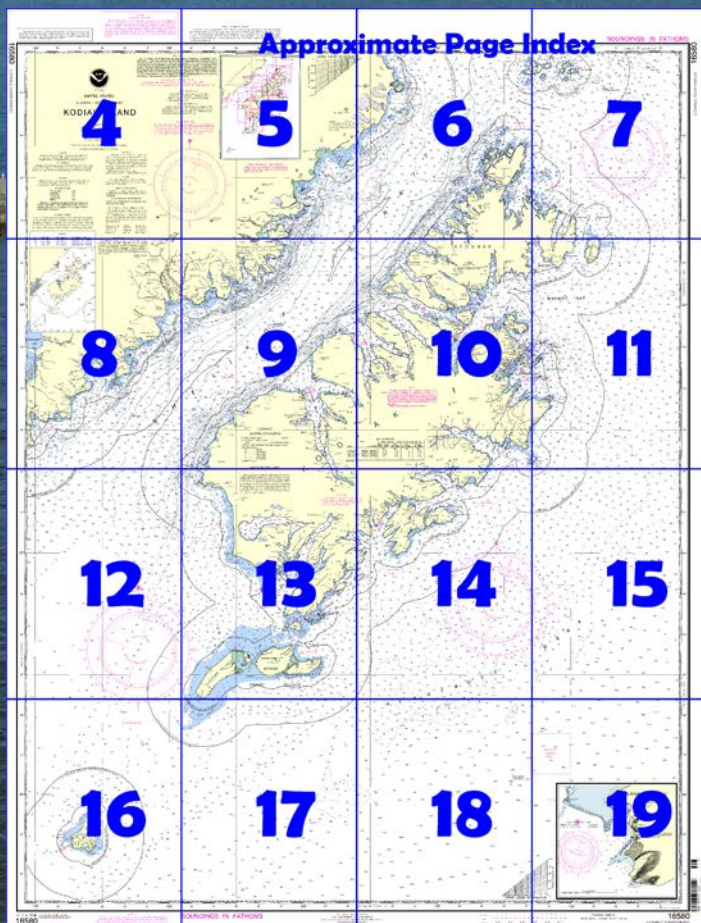
Kodiak Island NOAA Chart 16580



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

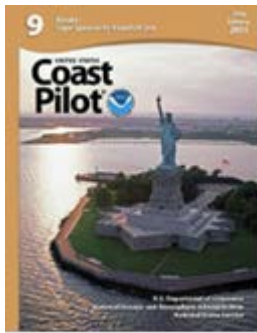
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16580>.



(Selected Excerpts from Coast Pilot)

Chirikof Island (see also chart 16587) is about 60 miles SSW of the Trinity Islands. An islet is near the SE end. In 2006, an obstruction covered ¾-fathom was reported approximately 1 mile E of the island in 55°48'31"N., 155°32'01"W. The S shore of Chirikof Island is a Steller sea lion rookery site. There is a 3-mile vessel exclusionary buffer zone around the southern half of the island. (See **50 CFR 223.202**, chapter 2, for limits and

regulations.) In emergency situations anchorage may be found in the bight at the SW corner, **Southwest Anchorage**, at the mouth of the stream and opposite the houses; or in 10 fathoms, on the W side off the

bluff just S of the stream, possibly 2 miles from the NW point. Anchorage can also be found in the wide bay on the NE side of the island. In 2006, depths less than those charted were in the area, possibly due to the March 1964 earthquake. Foul ground is between Chirikof Island and the islets W of it. These islets are known as **Round Rock**, which is the largest and resembles a haystack, and **Nagai Rocks**. On occasions breakers have been observed off the S end of Chirikof Island. The position of the breakers is 55°42'N., 155°36'W. A least depth of 4 fathoms was reported on the reef. The area of possible shoal water does not appear to be over 50 to 100 yards in diameter.

A shoal is reported to extend from the E side near the middle of the island; breakers have been reported 3 miles 114° from the middle of the island. A breaker is reported in an estimated position 4 miles ESE from the SE point of the island. A shoal with kelp is reported to extend about 1 mile W from the NW point of the island.

The wide passage between Chirikof Island and Tugidak Island has not been adequately surveyed. From scattered soundings in this locality, it appears that a submarine ridge with depths less than 19 fathoms extends from one island to the other. Foul and broken bottom extends about 10 miles S from Tugidak Island. Fairly regular depths across the ridge are indicated in the more closely sounded area 10 miles N of Chirikof Island. Vessels bound for Chignik from the E use this passage. **Chirikof Island, Currents.**—Between Sitkinak and Chirikof Islands the general set of the current is reported to be about 249°, 0.5 knot. The current between Chirikof Island and Lighthouse Rocks has a S set, less than 0.5 knot. From Lighthouse Rocks to Kupreanof Point the current sets generally 260° and varies from 0.3 to 0.7 knot.

On three runs between Chirikof Island and Castle Rock on the Shumagin Islands, a S set was experienced each time, an average of as much as 1.5 knots having been noted.

Vessels crossing the Gulf of Alaska westbound are often subjected to a strong N set and should verify their position by sounding when approaching the meridian of Chirikof Island. It was this N set in conjunction with thick weather that was responsible for the loss of the **CARDINAL** in 1923.

Shelikof Strait separates Kodiak and adjoining islands from the mainland of Alaska. The strait is reached from the E via the passages N and S of the Barren Islands, or via Kupreanof Strait.

From Barren Islands to Cape Ikolik, depths ranging from 80 fathoms in the N end to 140 fathoms in the S entrance will be found in midchannel. Along the E shore, the 100-fathom curve is from 1 to 3 miles off the various headlands. Suitable depths for temporary anchorage will be found near the shores in most places.

In thick weather when not sure of the position, depths should not be shoaled less than 50 fathoms. For deep-draft vessels it is considered safer to favor the E shore.

Shelikof Strait, Currents.—The limited current data available for Shelikof Strait indicate that the flood sets into the strait from both ends. Current observations have been made for short periods at various anchorages used by surveying vessels near the shore. On the W side of the strait currents of 1 knot have been recorded, setting alongshore in either direction, with the current in the SW direction predominating. Apparently the current is less along the W coast of Afognak Island than on the opposite side of the strait.

U.S. Coast Guard Rescue Coordination Center **24 hour Regional Contact for Emergencies**

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Table of Selected Chart Notes

NOTE B
AFOGNAK BAY
All aids and dangers to navigation are not shown on this chart. Use chart 16594.

CAUTION
The area bounded by lat. 58°09'57" and 58°12'12" long. 154°08'08" and 154°10'38" contains dangerous pinnacles. Mariners should exercise extreme caution navigating in this vicinity.

CAUTION
The area north of Lat. 58°40'27" and west of Long. 153°27'08" contains dangerous pinnacles. Mariners should exercise extreme caution navigating in this vicinity.

For Symbols and Abbreviations see Chart No.

Mercator Projection
Scale 1:350,000 at Lat 58° 00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.682" southward and 7.975" westward to agree with this chart.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.
Refer to charted regulation section numbers.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). The projection of this chart was shifted from a local datum by means of georeferenced satellite imagery and has not been confirmed by land-based geodetic methods.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) o (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Kodiak, AK	WXJ-78	162.55 MHz
Cape Gull, AK	WNG-529	162.500 MHz
Marmot Island, AK	WNG-716	162.500 MHz
Sitkinak Dome, AK	WNG-718	162.450 MHz

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

LOCAL MAGNETIC DISTURBANCE
Differences of as much as 3° from the normal variation have been observed in the inshore waters of this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HEIGHTS
Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION
Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom subsidence at the following location:
Subsidence (feet)
Womens Bay -5.6
Lazy Bay -0.6
Larsen Bay -2.5
Uganik Bay -3.7
Kodiak -5.8
Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

VESSEL TRANSITING
The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S. Coast Pilot 9, Chapter 3 for details.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

CAUTION
CHANGES IN BUOYAGE
Mariners are advised that authorized aids to navigation are being changed to conform to maritime standards of the International Association of Lighthouse Authorities Maritime Buoyage System, Region B. Significant changes are: black port hand buoys to green; black and white vertically striped buoys to red and white vertically striped buoys; and lateral lights from white to red and green as appropriate. Changes to aids to navigation will be announced in the National Geospatial-Intelligence Agency weekly Notice to Mariners and the U.S. Coast Guard Local Notice to Mariners.

TIDAL INFORMATION				
PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Marmot Island	(58°14'N/151°52'W)	9.8	8.8	1.1
Uyak Bay	(57°38'N/154°00'W)	13.8	12.9	1.6
Katmai Bay	(58°00'N/154°59'W)	12.8	11.9	1.4
Ugak Bay	(57°29'N/152°44'W)	8.4	7.6	1.0
Dashes (- -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov . (Jan 2008)				

2652 2653

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LOPAN-C OVERPRINTED

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**CAUTION
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NOAA and its partner, Oceanic and critical corrections. Charts and Editions are available 5-8 weeks about Print-on-Demand charts help@NauticalCharts.gov, or help@OceanGrafix.com.



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

ALASKA - SOUTH COAST

KODIAK ISLAND

Mercator Projection
Scale 1:350,000 at Lat 58° 00'
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Elevations of rocks, bridges, landmarks, and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

CAUTION

Tidal observations made by the National Ocean Service since the earthquake of March 27, 1964, indicate bottom subsidence at the following location:

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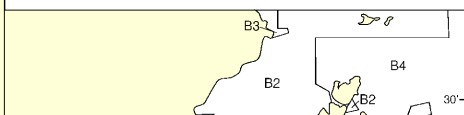
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SOURCE DIAGRAM

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SOURCE		
A	1990-2004	NOS Surveys
B2	1970-1989	NOS Surveys
B3	1940-1969	NOS Surveys
B4	1900-1939	NOS Surveys

Full bottom coverage
partial bottom coverage
partial bottom coverage
partial bottom coverage



CAUTION

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Station positions are shown thus:
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AIDS TO NAVIGATION

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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

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Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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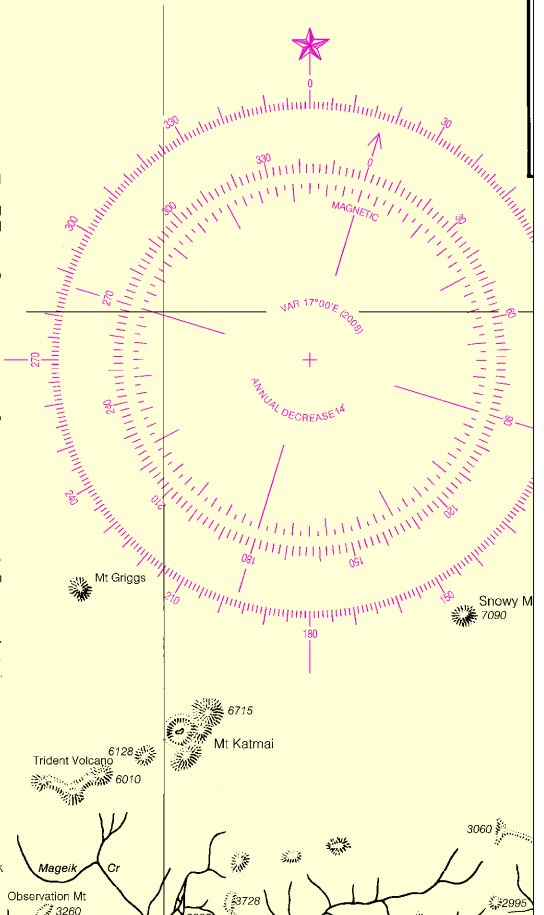
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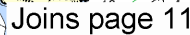
Joins page 8

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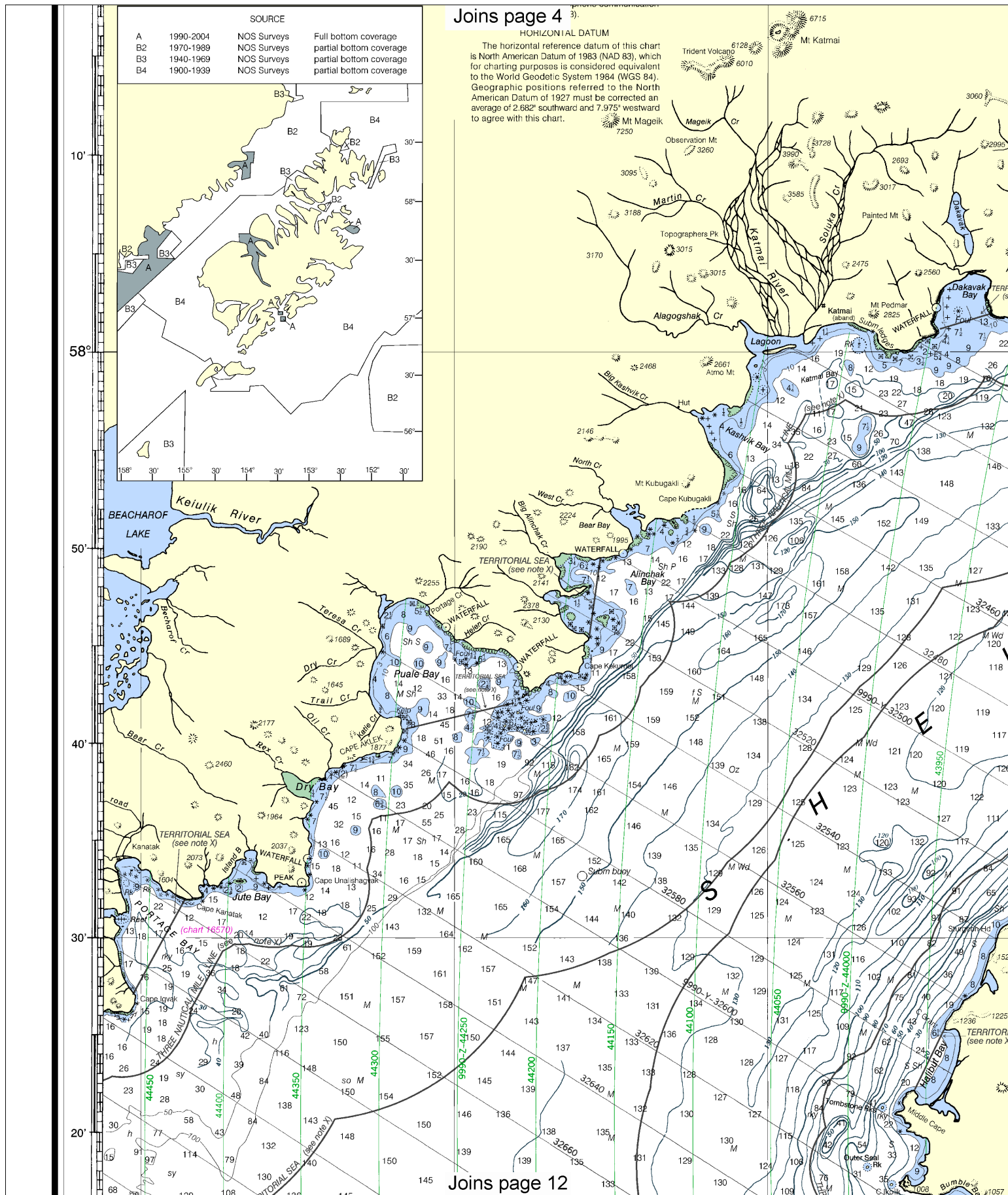
Note: Chart grid lines are aligned with true north.



LORAN-C OVERPRINTED



7



CAUTION
The area bounded by lat. 58°09'57" and 58°12'12" long. 154°08'08" and 154°10'38" contains dangerous pinnacles. Mariners should exercise extreme caution navigating in this vicinity.

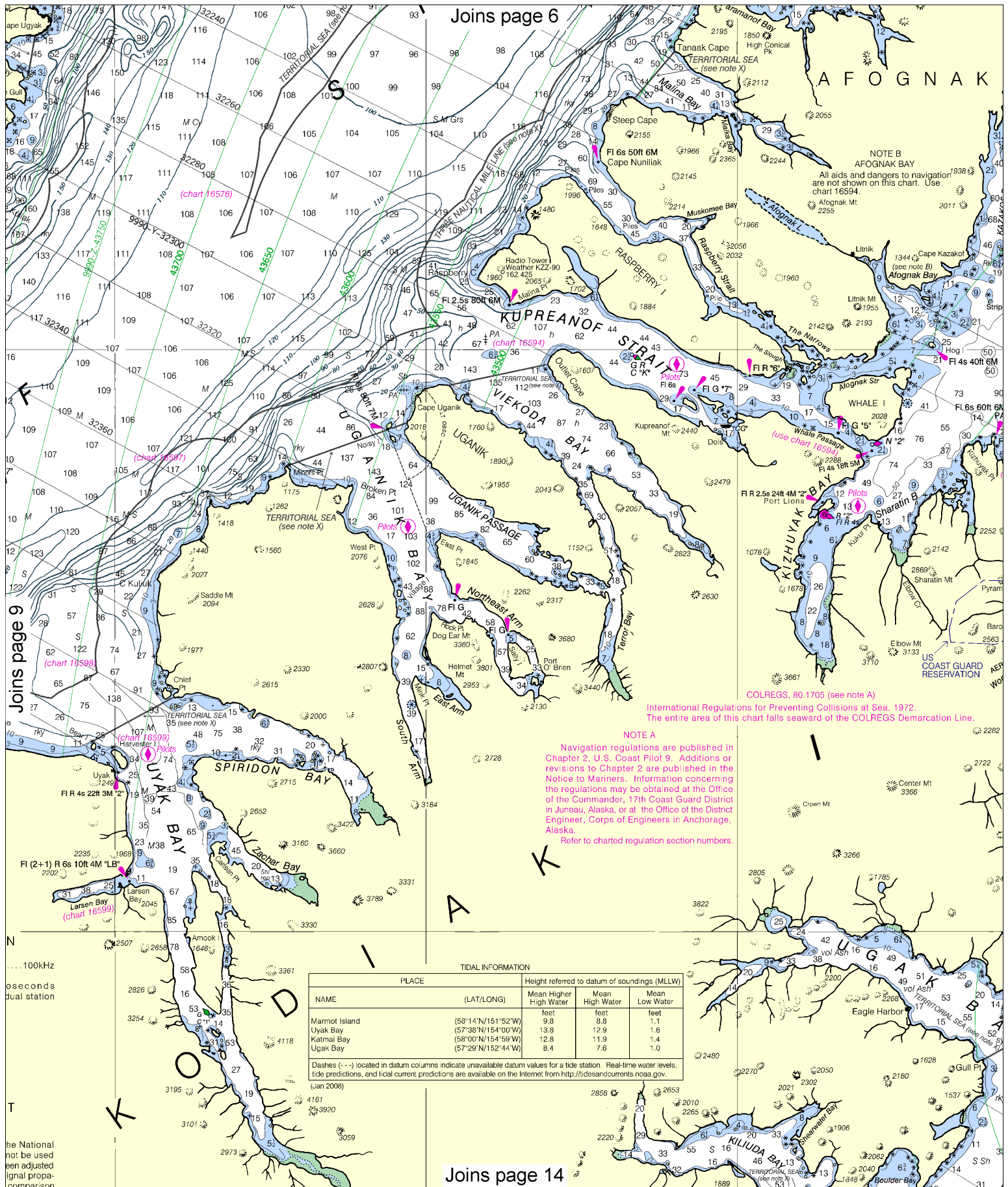
LORAN-C
GENERAL EXPLANATION
LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M.....Master
W.....Secondary
X.....Secondary
Y.....Secondary
Z.....Secondary
EXAMPLE: 9990-Y

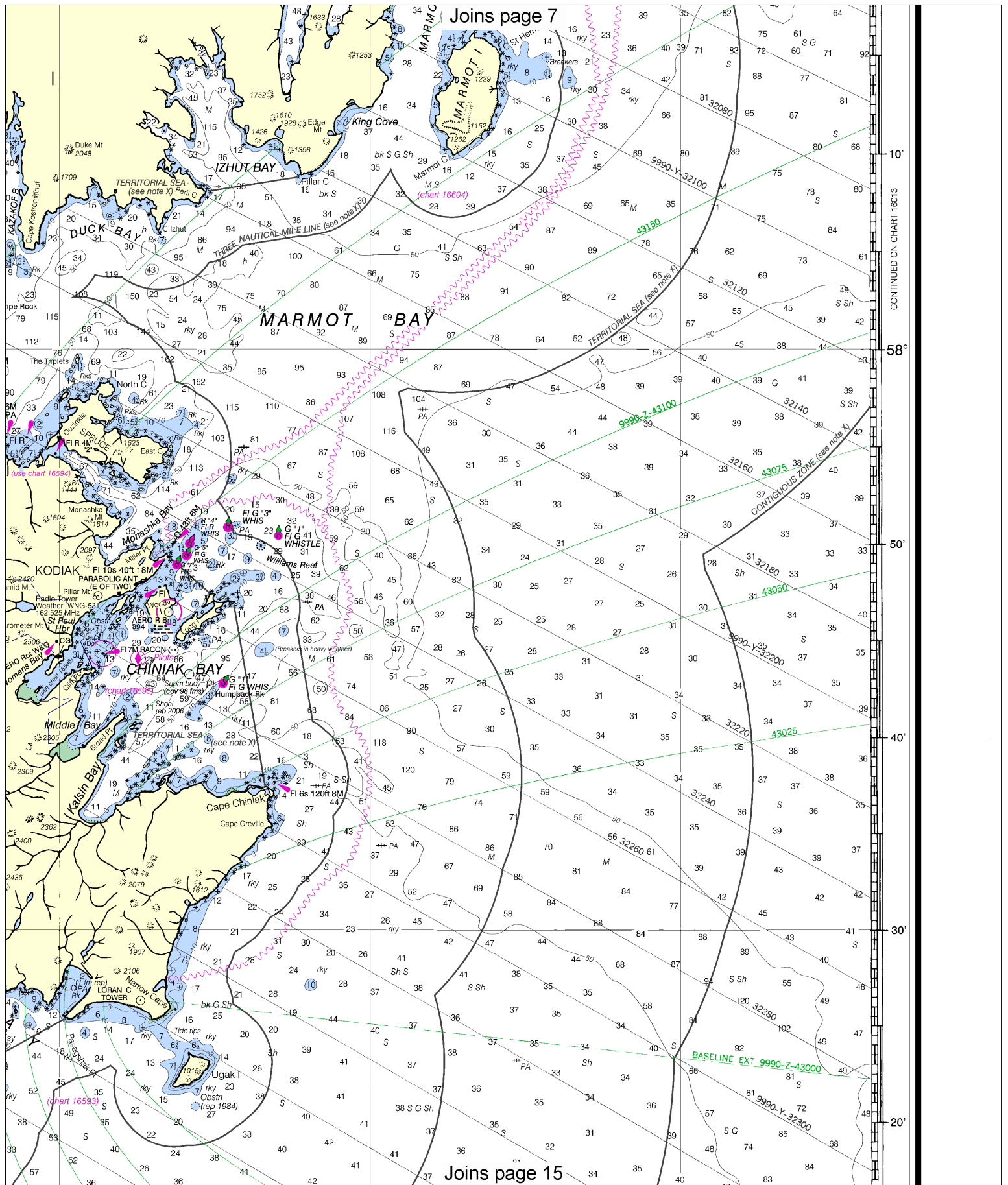
RATES ON THIS CHART
9990-Y 9990-Z

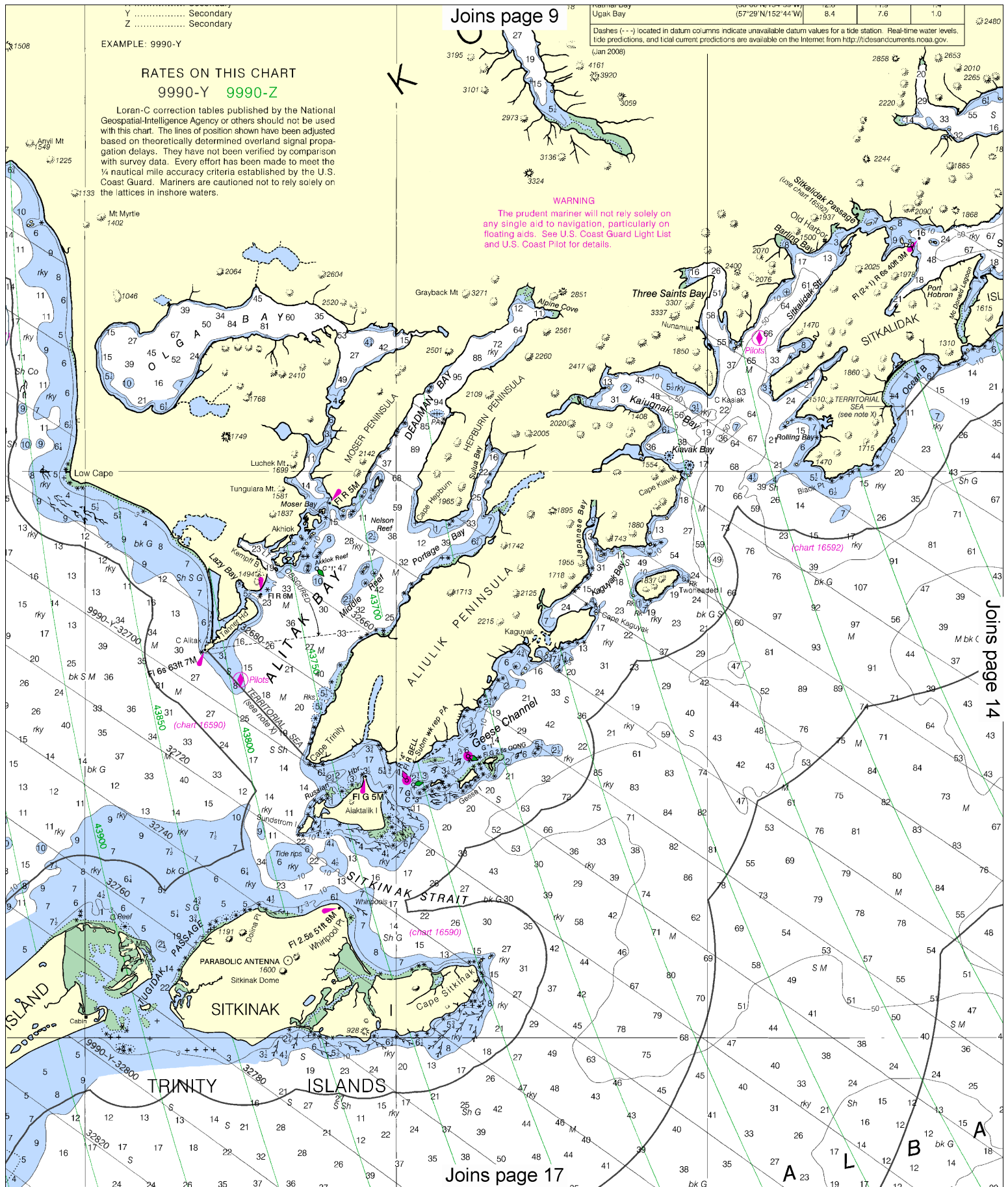
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison

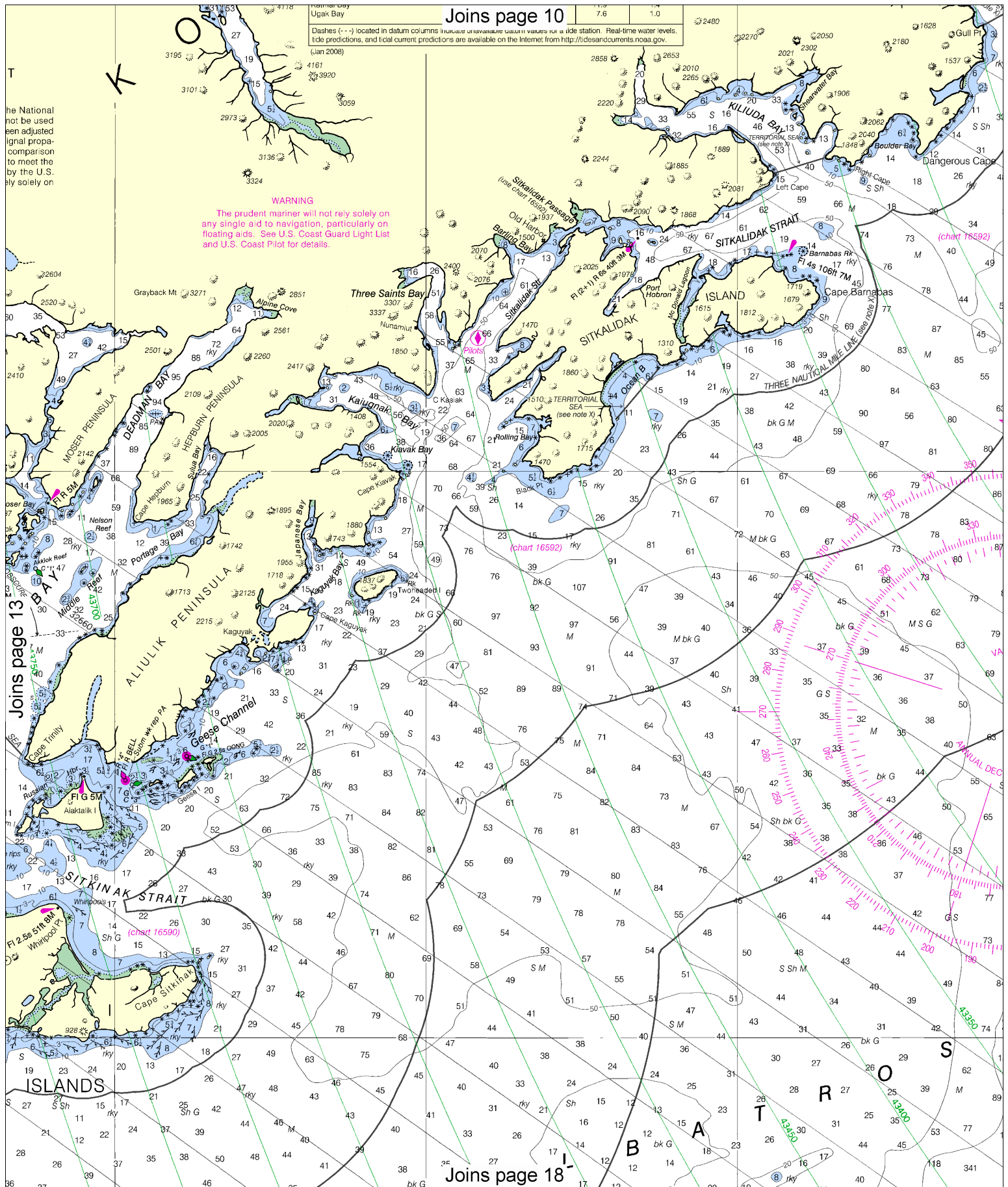
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(Jan 2008)









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CONTINUED ON CHART 16013

This is a detailed nautical chart of the Trinity Islands area. The chart displays various geographical features, including the Trinity Islands, and navigational information such as depth soundings, navigational lines, and a scale bar. The chart is labeled with 'TRINITY ISLANDS' and 'TERRITORIAL SEA'. It also includes a reference to 'Chart 16013' and a scale bar at the bottom. The chart is oriented with North at the top and includes a scale bar at the bottom indicating distances in miles and nautical miles. The chart is a detailed representation of the Trinity Islands area, showing depth soundings, navigational lines, and geographical features. The chart is labeled with 'TRINITY ISLANDS' and 'TERRITORIAL SEA'. It also includes a reference to 'Chart 16013' and a scale bar at the bottom. The chart is oriented with North at the top and includes a scale bar at the bottom indicating distances in miles and nautical miles.

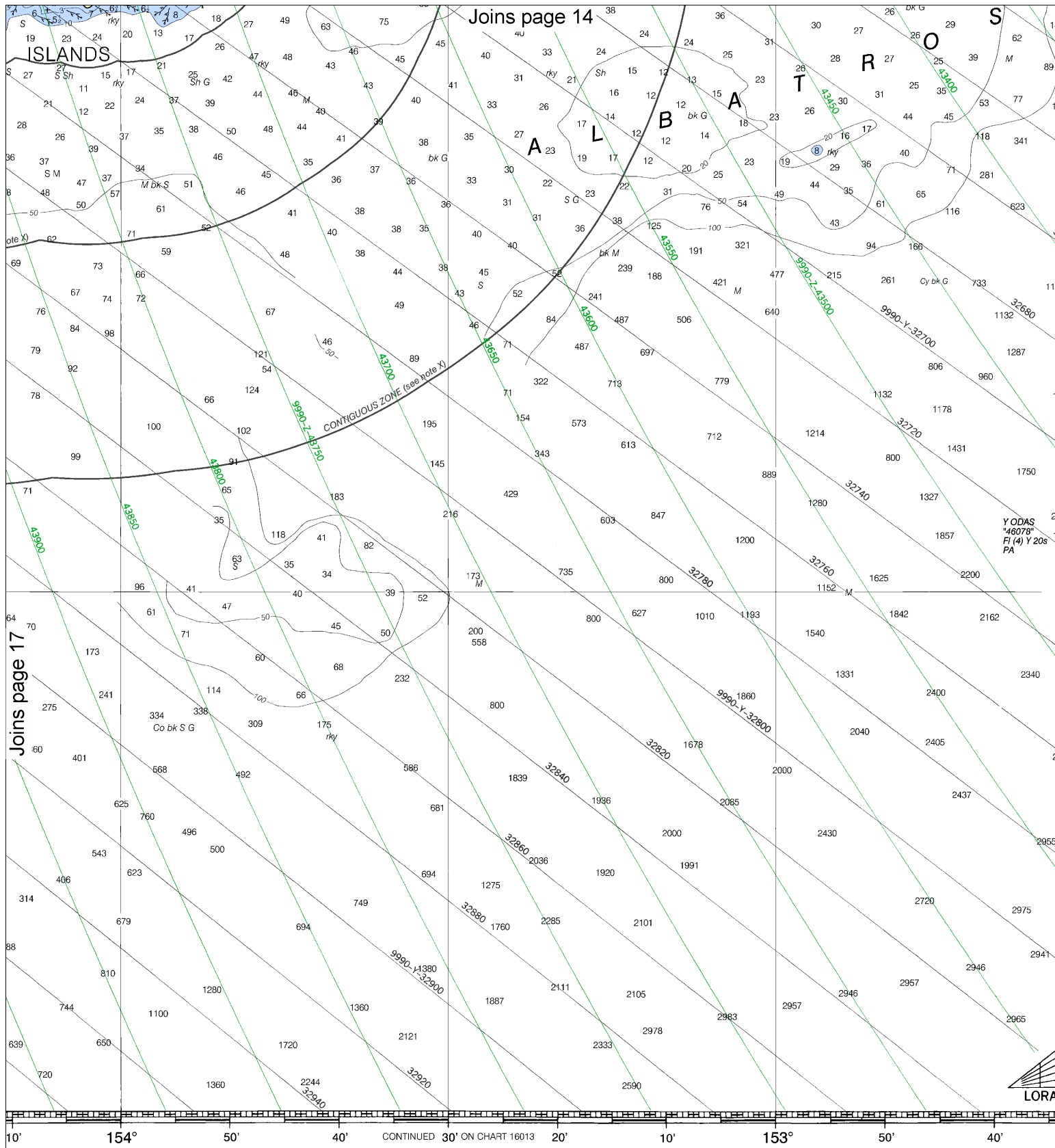
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SOUNDINGS IN FATHOMS

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
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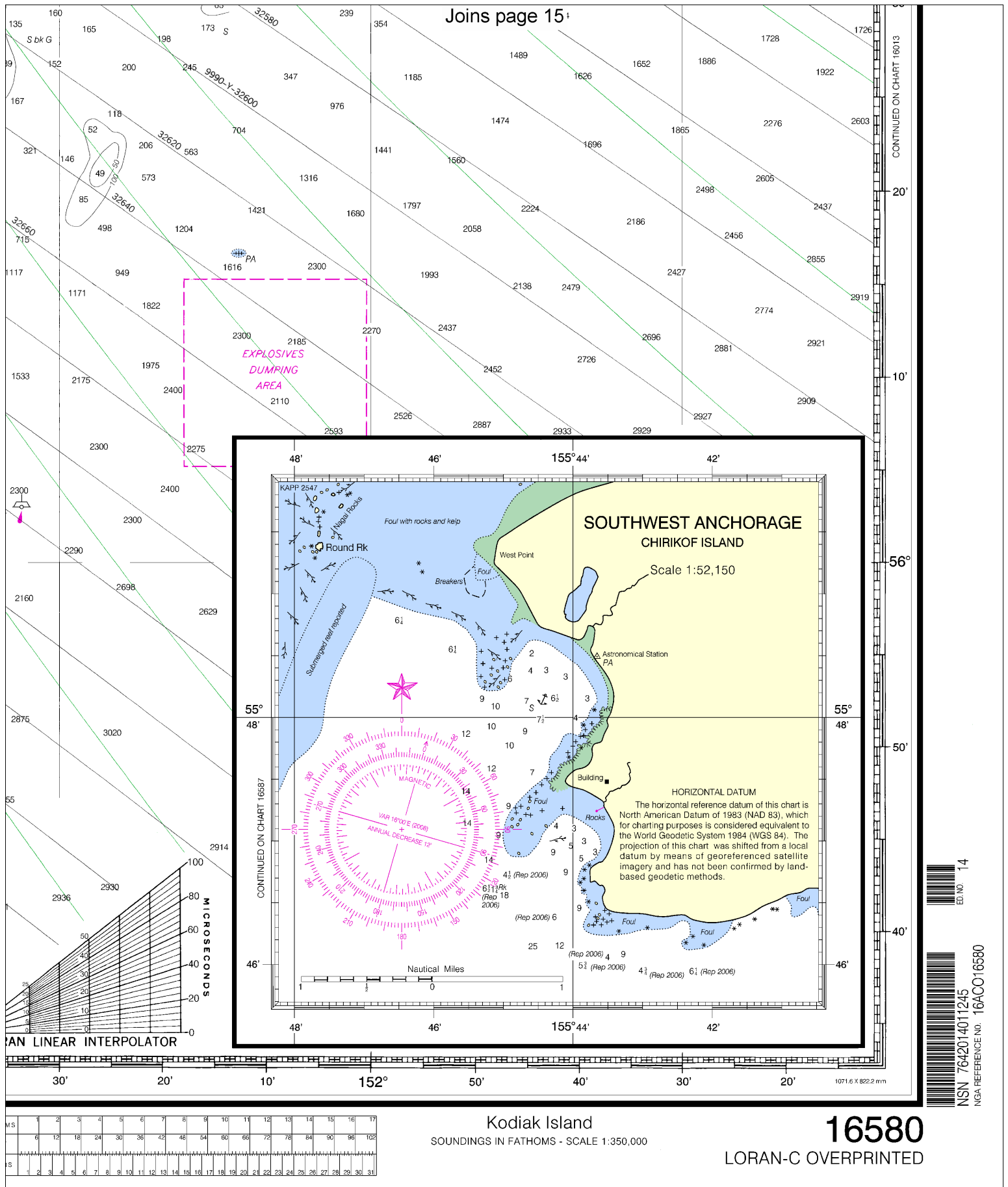
FATHOMS

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

18

Note: Chart grid lines are aligned with true north.



ED. NO. 14

NSN 7642014011245
NGA REFERENCE NO. 16AC016580



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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